

River Currents

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Front Cover: A Coast Guard boarding team boards a powerboat on the Lake of the Ozarks during a one-of-a-kind, law enforcement operation in August and September (Photo by PAC Bruce Pimental)



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From The Top



RADM Paul M. Blayney

Partnering produces productivity inside and out

Story by RADM Paul Blayney
District Commander

The Commandant's Goal #6 urges us to, "Engage the Coast Guard as an intermodal partner . . .". Commander, Atlantic Area's third guiding principle calls for "Selfless Team Play". One of my three themes for the District remains "Customer Outreach" (along with Public Service and Individual Empowerment). These cascading goals find expression in a common activity these days: Partnering.

In the current era of declining budgets, one way to make progress or undertake new initiatives is by forming effective partnerships. Partnering also fits well into our use of TQM. Sharing views with customers or working in cross-functional teams helps us improve our processes. Partnering allows us to leverage scarce resources while accomplishing mutually agreed objectives.

Wherever I look throughout the Second District I see productive partnerships at work. With the Corps of Engineers we co-host an all-river Industry Day, cooperate on positioning aids to navigation, provide a digital global positioning system and manage traffic during a river crisis. The Coast Guard has entered into a formal agreement with American Waterway Operators which we are now implementing regionally and on a port level — all seeking joint Industry-Coast Guard "opportunities for improvement". The Pittsburgh zone has formed effective teams addressing boating safety and fleeting practices as well as other issues. We did a law enforcement

assist with the Missouri Water Patrol on Lake of the Ozarks this past summer. Auxiliarists have entered into cooperative agreements with the Fire Department in Sioux City and with Tennessee Valley Administration and many others throughout the District. MSO's have joined with state gaming commissions and local emergency service agencies to improve gaming boat safety. These working arrangements and many more are examples of successful partnerships.

Partnering involves achieving common goals as a cohesive team. RADM Card said in a recent article that a "... partnership involves a strong commitment and shared responsibilities . . . [It] involves understanding each other's concerns and therefore, requires high levels of honest and candid communications." Partnering is an attitude that imbeds shared values as a path to excellence and elevates problem resolution to a joint venture based on a "win-win" philosophy. Like in marriage, partnership also requires the recognition that risks must be shared by the parties and that maintaining a healthy partnership is everyone's responsibility.

As we work toward accomplishment of higher goals and add a dimension of progress to our daily work product, look for partnership opportunities. These can cross organization lines, as in several of the examples above, or arise within our normal workgroup. Either way, it is a tool to solve complex problems, involve all key players, in a setting of openness. Partner. And stay Semper Paratus. □

*...it is a
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A Coast Guard boarding team prepares to board a Missouri-registered powerboat. The team was part of a special operation requested by the Missouri State Water Patrol to assist during the summer season at the Lake of the Ozarks.

CG checks up on Party Cove

Story and photos by PAC Bruce Pimental

River Currents staff

With its blue light flashing, BM3 Pat Kennedy maneuvers the 19-foot Coast Guard boat close to a 30-foot "go-fast" powerboat ordering the operator to cut the engines. Kennedy moves alongside the boat and BM1 Scott Wasserman steps onto the 30-footer armed with his law enforcement gear and a clipboard of CG-4100's (Boarding Report Forms) as Kennedy and MK2 Lynn Spiess keep a sharp eye on the "go-fast's" passengers.

The three people on the go-fast look puzzled as Wasserman tells them that he'll conduct an inspection of the boat, its safety equipment and registration, checking for compliance with federal recreational boating requirements.

He checks the PFD's, fire extinguisher, and vessel registration when a Missouri State Water Patrol (MSWP) boat motors up and the officer asks if everything is going okay?

Wasserman, Kennedy and Spiess nod yes in unison and the MSWP boat moves away picking up speed.

Why is the Coast Guard patrolling an impounded river?

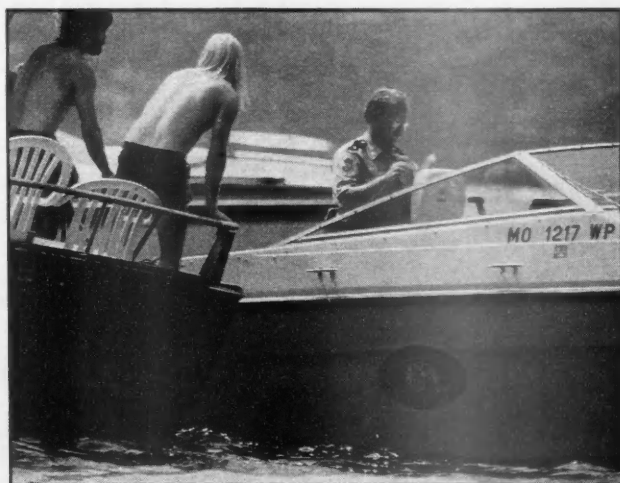
D2 personnel conduct law

enforcement operations at

Lake of the Ozarks, Mo.

At the request of the MSWP director, Colonel Larry Whitten, 15 Coast Guardsmen descended upon the central Missouri lake to assist with enforcing recreational boating laws during peak boating times. Lake of the Ozarks was formed in 1932 when the navigable Osage river was dammed for Hydro-electric use.

"Lake of the Ozarks is a boater's playground and is used by boaters from Iowa, Missouri, Illinois, Nebraska, Kansas, and



An MSWP officer verifies vessel documentation since no homeport or name was displayed on the vessel. Fifty percent of the documented vessels checked were not in compliance with federal laws.

Arkansas to mention a few. Missouri alone has more than 298,000 registered boats and 30 percent of our boating accidents happen right here on the lake," Cpl. Charlie Bent, MSWP Public Information Officer said.

Col. Whitten requested assistance from the Second Coast Guard District to reduce the "alarming" number of boating accidents at the lake.

LCDR Barry Fox, Chief, Search and Rescue, Second Coast Guard District coordinated the Coast Guard's efforts assisting the MSWP by forming a USCG Maritime Law Enforcement Unit at the Lake.

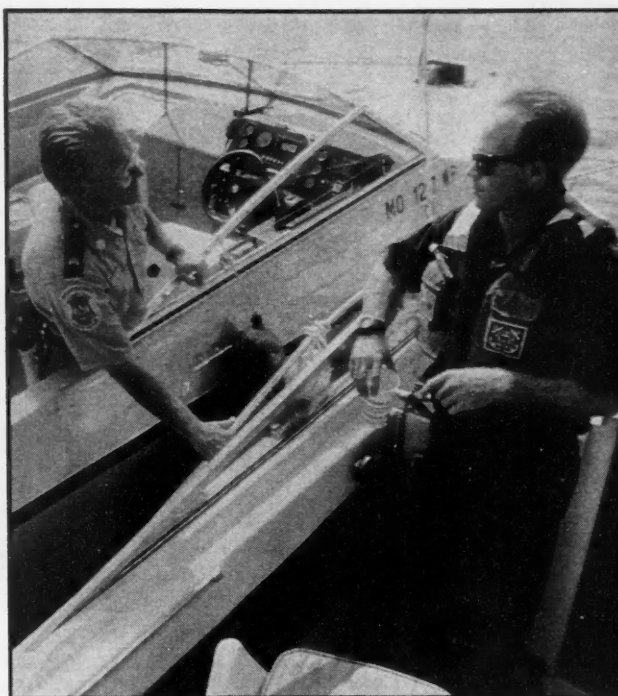
"Working with Col. Whitten we implemented a joint operation bringing in 12 Coast Guard Law Enforcement Officers from Eighth District LEDET's Eight Echo & Foxtrot," Fox said.

"Eleven men came from Houston and one from Galveston. Two 19-foot boats, one from MSD Davenport, Iowa and Reserve Unit Denver were trailered in. We set up a command center at a lake resort and during our first 72-hours of operation put more than 55 hours on the 19-footer's," Fox said.

Don and Judy Pavlich resort owners are happy to see the Coast Guard. "It's nice to see the Coast Guard here working with the understaffed and overworked MSWP. It's really scary being out there on the water on a weekend with all of the boats and Jet Ski's. We won't go out on a weekend because of all the big, fast boats and partying that goes on.

People just jump in their boats and take off going as fast as they can and don't care about any boating safety or laws," Judy said.

The 12-man Maritime Law Enforcement Team, led by BM1 Mark Barker had the crew working to bring the 19-footers up to par. The first patrols started at two o'clock in the afternoon and



A member of the Coast Guard's team get the news on what to expect from the dramatic increase in vessel traffic as participants and spectators begin arriving for the "Shoot Out." worked until 6 p.m., crews swapped out for the evening patrols from 6 p.m., until two in the morning.

"The evening patrols were the busiest, we boarded boats that weren't displaying proper navigational lights or boaters were operating too fast or erratically. Around 11 p.m., was when boaters were heading back to their home dock from the various waterside pubs and eating establishments. We assisted MSWP officers with several arrests. One in particular, where the boat operator had an

outstanding warrant for failure to appear in court for a 1991 traffic violation. We ran a license check through Missouri State Patrol dispatchers in Jefferson City, Mo., and found that there was an outstanding warrant, we detained the suspect until a MSWP officer showed up arrested him, Baker said."

An additional Coast Guard mission during the first 72 hours of operations was enforcing a safety zone during the 7th Annual Shooters 21 benefit "Shootout." The Shootout is a fund raiser where boaters pay to run their boats on a measured course where they are clocked for speed. The fastest recorded speed was 108.6 miles per hour by a 38-foot boat. The slowest was 49.6 by a "Play-Craft" pontoon boat that is faster than either of the Coast Guard's 19-footers.

The "Shootout" attracts boats with spectators or anything people can float on, they line the race course and become a safety problem. The spectators continually edged into a 100-foot safety zone near

"I can't believe some of the people they have to put up with out here. The cove at mile 14 is crazy." — MK2 Barry Cliborn

the race course. MSWP, Coast Guard, Coast Guard Auxiliary, rescue and race committee boats all patrolled the safety zone constantly pushing boaters out of the zone.

The dedication of patrol boat crews keeping the safety zone clear paid off. A 22-foot nitrous-oxide powered boat cruising at 68 miles-per-hour went out of control and veered off the race course and ended up in the safety zone free of spectators.

"This race is for anyone with a boat that can pay the entrance fee, then get out here and run full throttle, not worrying about getting chased down by you guys, (USCG) or us (MSWP), for operating a boat at high speed," MSWP officer Jody Hughes said while issuing a ticket to a Jet Ski operator that decided to cut across the race course.

A big asset to the CG operations were the members of the local Coast Guard Auxiliary.

Radio communications around the lake were greatly reduced because of the high bluffs and cliffs that line the lake. Auxiliary members solved the problem by erecting a portable 30-foot tower on high ground extending the range and quality of radio communications.

Auxiliarists manned the command post standing radio watch helping keep track of boardings, the types of violations and relaying information to the appropriate resources.

Auxiliarists patrolled the lake handling the SAR case load. Auxiliary vessel 21815 towed one of the 19-foot CG boats that suffered a steering problem. The favor was returned after an Auxiliary vessel developed engine problems.

When only one 19-footer was operational because of mechanical problems, Coast Guardsmen rode along with MSWP officers. The ride-along effort was a welcome addition during night patrols for MSWP officers that only have one officer per boat.



U.S. Coast Guard Maritime Law Enforcement Unit, Osage Beach, Mo. — The 12-man unit used their law enforcement expertise from the Eighth District, in cooperation with local auxiliarists and members of the Second District, to perform the operation in a safe and effective manner.

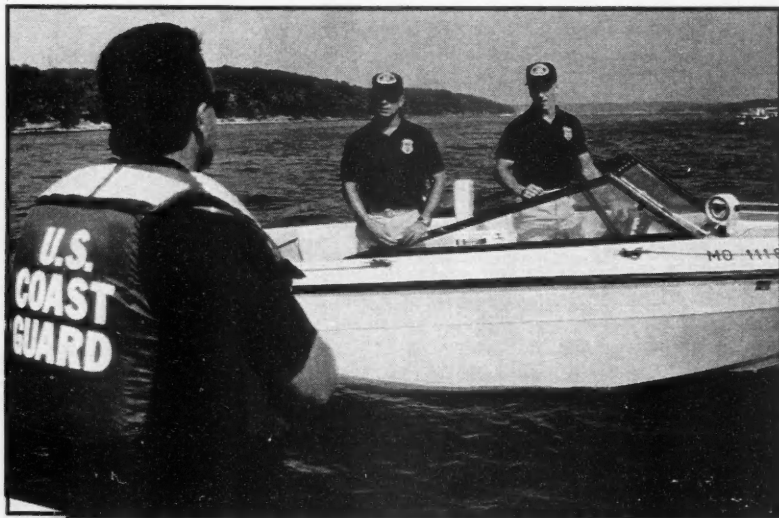
BM3 Jimmy Valentine worked with a female MSWP officer. "We stopped a boat that was going faster than the 30 mph nighttime state law and the male operator of the boat wasn't too cooperative to say the least with the officer. This guy was giving her a hard time verbally until he went too far. Then the long arm of the MSWP came out and she let him know who was in charge, explaining how important it was for him to cooperate with her. After getting her point across, this guy, real quick like, was saying yes ma'am or no ma'am to all of her instructions. I was really impressed with her ability and professionalism. Heck, after working with her, there's no way I'd want to be stopped by her and give her a hard time," Valentine said.

As Sunday evening rolled around the boating traffic slowed down as weekend boaters headed home. But for the Coast Guardsmen it was the start of tedious reports and boat maintenance over the next few days. With one weekend finished, the Coast Guardsmen were duly impressed with the responsibilities of the MSWP and they too, with the Coast Guard. "I have nothing but praise for this crew," Col. Whitten said.

"I can't believe some of the people they (MSWP) have to put up with out here. The cove at mile 14 is crazy," MK2 Barry Cliborn said. "Mile 14, (Party Cove) is where anything goes. During holiday weekends there are anywhere from 100 to 200 boats anchored, beached or rafted together in the cove," he said.

The "Partying Boaters" think that the cove is off limits to the authorities. MSWP officers stay out of the area except when trouble breaks out and the calvary needs to be called in.

One cove incident, where two men had an altercation, brought the Coast Guard in to back up



PO2 Barry Cliborn talks with MSWP cadets about the Coast Guard's authority to board any U.S. registered vessel, anywhere in the world at any time without probable cause.



The crew of CG 191001 patrols the Safety Zone during time trials for the "Shoot Out," ensuring that spectators remained at a safe distance and conducted themselves in a manner that would not endanger others.

the MSWP officers.

"It was like going into an ambush. We definitely knew that we were not wanted in there. There were people all over the place, house boats loaded with people drinking, people in the water drinking, Jet Skis, swimmers, boats drifting, anchored, rafted together and everyone was hooting and hollering at us with all sorts of names and suggestions on what we should do," BM3 Frank Pickrell said.

Some of the verbal abuse towards the Coast Guardsmen ceased when the cove partiers noticed that the Coast Guardsmen were fully outfitted with weapons and other L/E gear.

"That was definitely an awakening experience," BM3 Joe Bonyer said, looking back towards Party Cove.

Coast Guardsmen also provided back up during several altercations at waterside pubs and restaurants.

"Captain Sweinberg of the MSWP told me that his officers enjoyed the fact that while they were establishing control during the chaos, they felt better knowing that there was a group of Coast Guardsmen there to jump in and assist," Fox said.

After three weeks on the lake the assistance of the Coast Guard was effective. "Because of this joint effort we've seen the accident rate drop by 10 percent," Whitten said.

The headline "Coast Guard may return next year" blazed the front page of the Lake Sun Leader a local lake paper.

"We'll have to see what happens. Look at the pros and cons of the operation. We found that over 50 percent of the documented vessels we stopped were not in compliance with federal laws. We conducted 221 boardings and issued 78 notice of violations for everything from improper navigational lights to unsafe operation and Boating While Intoxicated. Our presence at the lake was effective," Fox said.

Whitton said, "I would like them to be here for at least the peak weekends: Memorial Day, 4th of July and Labor Day."

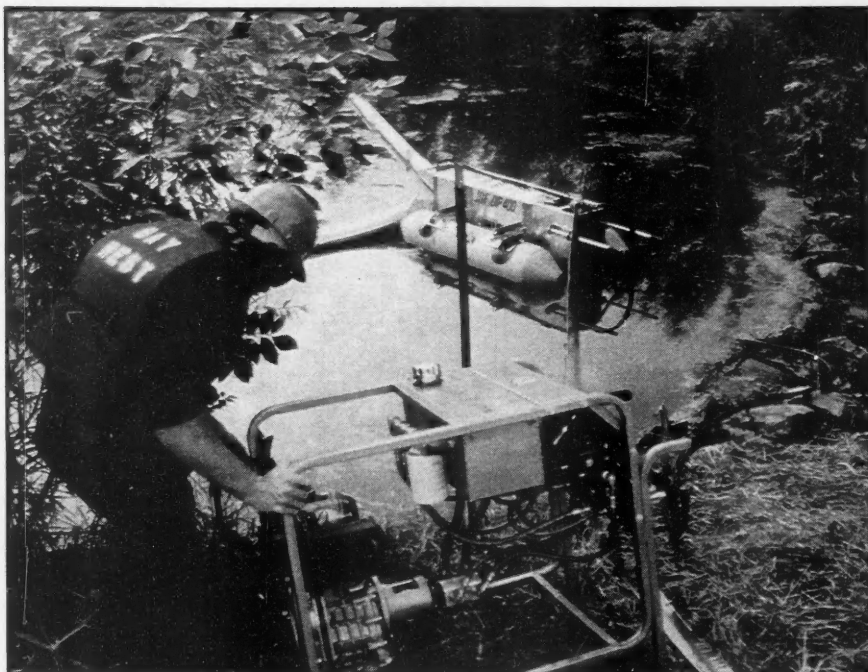
In addition to the Lake of the Ozarks, Coast Guard patrols have operated at Lake Powell in Utah, and Lake Havasu, Arizona, promoting Boating Safety and enforcing boating regulations. Coast Guard operations for next year's boating season may also include other Midwest lakes. ■



The boarding teams checked for life jackets, fire extinguishers and vessel registration. They ensured compliance with federal recreational boating requirements.

► **On scene; Bay West** — One of the local clean up contractors, hired by 3M, deploys a skimmer.

▼ Drill exercise controllers keep tabs on clean up operations ensuring that all aspects of the drill scenario are implemented and handled by the appropriate players.



PAC Bruce Pimental

CG works with 3M for drill



PAC Bruce Pimental

Members of the Coast Guard Strike Force plan the drill, using a scenario of an accidental oil spill.

The Coast Guard has always balanced the needs of companies and industries with the federal mandate to enforce the laws of the country and life on the earth. In the process of doing this, preparation is

often the best weapon to combating disaster. Recently the preparation of Minneapolis/St. Paul, Minn., area hazard material response organizations was tested with the help of a major corporation in the Second District.

The Coast Guard and EPA tested the contingency plans response capabilities of various federal, state and local organizations during case scenario disaster drills sponsored by 3M.

3M's main headquarters in St. Paul participated in the drill that tested the contingency plans of 3M and the local area during an oil spill. The Minnesota Department of Natural Resources, public workers, local police, fire department, emergency services and others that would respond during a spill participated.

Six government sponsored exercises are performed every year. Five of the six drills

are at coastal zones and one is in a central region.

"These organizations and other key players need to be aware of what equipment they need in order to take care the problem," said PA1 Todd Lyons, of the U.S. Coast Guard's National Strike Force.

"This is why we put on these drills to test those plans," Lyons said. "The exercise also gives companies, like 3M, a chance to identify sensitive areas that they may need to address."

Members of the Coast Guard Strike Force plan the drill, using a scenario of an accidental oil spill.

According to Lyons, they do all the prep work from the beginning of the exercise to the intermediate to the end. The drill generally takes four months of planning and costs between \$30,000-\$60,000 per exercise, according to Thomas Tarrants of the U.S. Coast Guard National Strike Force.

According to Mary Auvin, a 3M Media Relations Manager, 3M also spent in the range of \$30,000-\$35,000.

Bob Siegel, a Senior Environmental Engineer said, "3M had a positive experience in participating in the drill and was very pleased with how the oil spill was addressed." ■

CG program balances work and life for family

Story by Lisa Fensterman

Social Services Assistant

The Second District Work-Life Staff is committed to providing quality information and assistance essential for the Coast Guard family in our area of responsibility to make timely and informed decisions that affect their lives. By empowering people with knowledge and opportunity, we allow them to gain more control of their own lives, affording them the ability to achieve a healthy work-life balance and realize their full potential both personally and professionally.

The Coast Guard is a healthy productive organization, in part because of the ability of the various Work-Life Staffs to address the personal needs of Coast Guard employees in a manner consistent with the goals and missions of the Coast Guard.

Your Work-Life Staff is an organized, efficient and accessible team providing the information and resources necessary for members of the Coast Guard family in the Second District to make informed decisions regarding their lives, thus enabling them to maintain a healthy balance between work demands, career aspirations, and personal obligations.

Below is a brief review of the core services provided by the D2 Work-Life Staff.

Family Program Administrator (FPA) — Mr. Rich Curtis

Primary point of contact for the Family Advocacy Program which is designed to reduce and prevent family violence within military families. The program goal of family advocacy is to retain members in Coast Guard careers in fully productive capabilities and to help make families emotionally healthy and physically safe. The FPA manages all family advocacy cases and high-risk special need cases to ensure proper prevention, intervention, referrals, services, and follow-up. Information & assistance on the prevention of domestic violence and referrals for individual and family services are also provided by the FPA.

Career Information Specialist (CIS) — RDCS Charles Martinez

...to maintain a healthy balance between work demands, career aspirations, and personal obligations.

Helps ensure all Coast Guard personnel are made aware of the opportunities of a Coast Guard career and assists people separating from the service by giving them information needed to prepare for transition to civilian life through the Transition Assistance Program and Pre-Retirement Seminars. The CIS also provides information and assistance on Enlisted Personnel Policies, Reenlistments/Extensions, VA Benefits, Class "A" & "C" Schools, and the Survivor Benefit Plan.

Employee Assistance Program Coordinator (EAPC) — Mr. John Yunker

Works with the EAP contractor and other Work-Life staff to help support individual and family life needs, and match those needs with available services. The EAPC also oversees the Hospice Program, Suicide Prevention Training, Rape and Sexual Assault reporting, serves as the liaison, Critical Incident Stress Debriefing Program, Victim-Witness Protection Program, Personal Financial Management Counseling Competency Program and the Red Cross.

Dependent Resource Coordinator (DRC) — Ms. Jo Ann Martinez

Resource and referral service for day care, adoptions, scholarship programs, and elder care. The DRC also oversees the Family Child Care Certification Program and manages the Special Needs Program, including enrollment, resource referrals and follow-up.

Relocation Assistance Manager (RAM)

Second District Work-Life Staff

1-800-USCGWLS (EXT D02)
314-539-2675

**Supervisor,
Work-Life Staff**
LCDR Paul Tikkanen
Social Services Assistant
Lisa Garcia Fensterman
**Family Programs
Administrator**
Rich Curtis
**Relocation Assistance
Manager**
CWO2 Kim Mosby
Health Education Specialist
HSC Michael Wright
Career Information Specialist
RDCS Charles Martinez
**Dependent Resource
Coordinator**
Jo Ann Martinez
**Employee Assistance
Coordinator**
John Yunker
Wellness Coordinator
Vacant
Administrative Support
YN3 Scott Hartford

Important Phone Numbers:

Coast Guard Health Benefits
1-800-942-2422

Maschoff, Barr & Associates
1-800-523-5668

— **CWO Kim Mosby**

Provides information and referral for relocation services before, during and after a move to facilitate smooth PCS transfers, placing emphasis on spousal employment assistance, travel & transportation information, VA Home Loan & FHA Mortgage Insurance Programs, Local Housing/Rental information, local school & employment information.

Health Education Specialist (HES) — HSC Michael Wright

Provides training and information to members and their beneficiaries on CHAMPUS, Delta Dental, Supplemental Insurance Plans, Cooperative Care, TRICARE/NAVCARE, and Drug/Alcohol Assistance.

Wellness Coordinator (WLC)

Develops and manages wellness program to educate and encourage Coast Guard members, their families, and CG civilians to develop and adopt a healthy lifestyle by providing information and education on stress management, prevention of chronic disease/injury, cholesterol control, and smoking cessation. The

WLC also provides information, support and guidelines to those who are in the weight program to include Nutrition Training/Analysis, Physical Fitness Training /Profile, and Individual Wellness Consultations.

Social Service Assistant (SSA) — Ms. Lisa Garcia Fensterman

Provides preventive & education training development for work-life special emphasis programs such as Child Abuse Awareness, Domestic Violence, HIV/Aids Awareness, Drunk & Drugged Driving Awareness, Military Family Recognition & Military Spouse Appreciation. The SSA also serves as the District Ombudsman Coordinator

MASCHOFF, BARR & ASSOCIATES (1-800-523-5668)

Is the Coast Guard's contract Employee Assistance Provider which provides confidential assistance and referral in personal concerns including: Family Relationships, Individual Problems, Job Related Problems, Financial & Legal Information, alcohol Drug Problems, and Emotional Problems. ■

Wellness Corner

February is American Heart Month

What is the most important muscle in the body? Of course, the heart, and one of the best things you can do for your heart is to exercise regularly. Here is a no-nonsense 6-week starter program:

WEEKS 1 AND 2: Walk outside or get on your exercycle, stairclimber or treadmill for 15 minutes, 3 times a week. Do not worry about distance or pace; focus solely on getting in your 15 minutes of exercise time.

WEEK 3: Start thinking about intensity, exercising at a rate that you think feels somewhat hard. Continue the 15 minute format.

WEEK 4: Increase exercise time to 20 minutes, 3 times a week.

WEEK 5: Exercise for 25 minutes, 3 times a week.

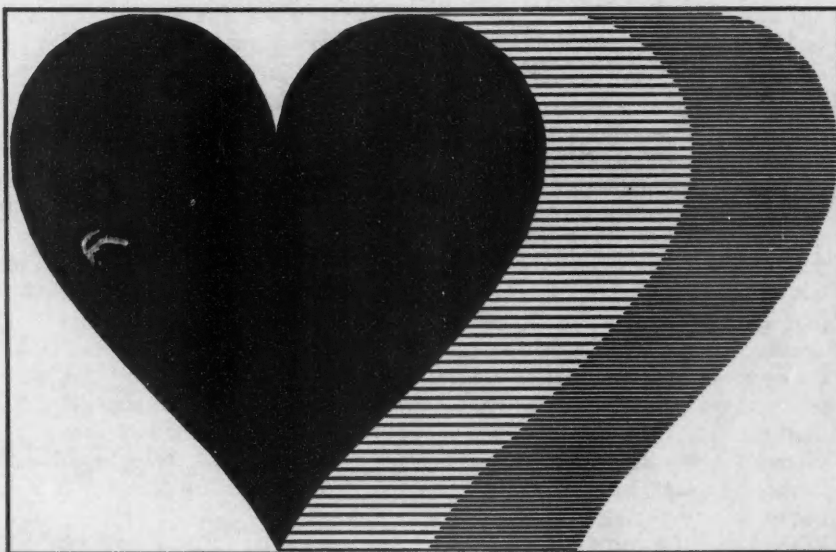
WEEK 6: Now you can either gradually increase your time to 45-60 minutes, or increase the frequency that you exercise to 4-5 days per week, or you can increase your intensity to the point where you feel

like you are working somewhat hard to harder. If you aren't sure about your exercise intensity, take the talk test, you should be able to carry on a conversation interspersed with deeper than normal

breathing.

Another heart-warming exercise: Give lots of hugs and warm smiles!

Happy Valentine's (Heart) Day!! ■



Action taken to stand against impaired driving

Stories by Lisa Fensterman
Social Services Assistant

Last year 16,600 Americans lost their lives as a result of alcohol-related crashes. That's one about every 30 minutes. This is totally unacceptable, as impaired driving deaths and injuries are 100-percent preventable.

This holiday season, hundreds of government agencies, law enforcement officials, community groups, local business and major U.S. corporations are banding together to recognize National Drunk and Drugged Driving Prevention Month and taking a stand against impaired driving.

Taking a stand is simple, and there are a lot of ways to do it. First of all, don't drink and drive. Never serve alcoholic beverages to anyone under 21. If you drink, always plan ahead and designate a non-drinking driver.

If you are having a party this holiday season, be a responsible host. Serve a wide variety of beverages, including some that are non-alcoholic. Control the amount of alcoholic beverages served—no open bars. Ask alcohol-impaired guests to stay overnight or call a cab to assure them a safe ride home.

Report suspected impaired drivers to your state or call police by dialing 9-1-1. Be sure to get the license plate number and

December is National Drunk and Drugged Driving Prevention Month

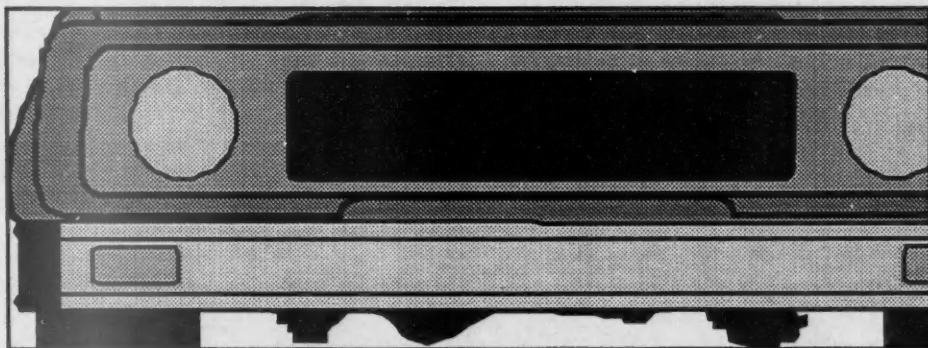
description of the vehicle.

Ask your governor and state legislators to support tougher laws, such as administrative license revocation, .08 blood alcohol concentration (BAC) for adult drivers and zero tolerance laws for drivers under 21. If your state already has these laws in place, encourage elected officials to consider tougher penalties for those found guilty of Driving Under the Influence.

Give particular attention to those individuals aged 21-34. Males in this category are statistically over-represented in all categories of DUI crash data, including fatalities.

Together, we can reach our goal of decreasing DUI-related fatalities and injuries. These are tragedies that don't need to happen. Do your part to take a stand against impaired driving this holiday season and through the year. ■

Lights on for life



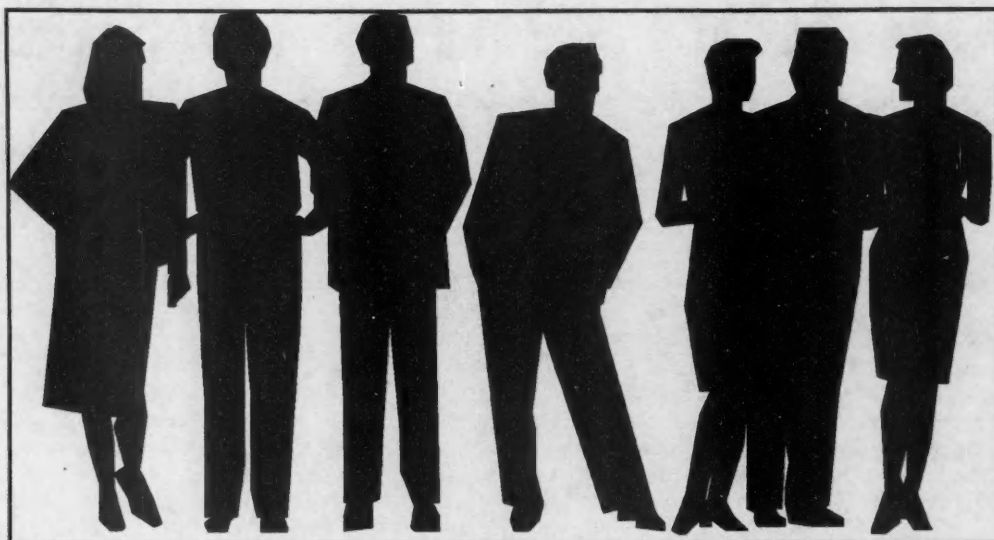
"Lights on for Life" is a symbolic nationwide daytime headlight observance to focus attention on the impaired driving issue. On Friday, December 15, 1995, law enforcement agencies, businesses, government and private citizens throughout the country will join together in keeping their vehicle headlights on as they drive during the daytime. Join us in this community-wide effort to rid the roads of impaired drivers.

The "Lights on for Life" event is held as a symbolic remembrance of persons killed and injured in alcohol-related crashes and as a reminder of law enforcements' watchful eye on impaired drivers.

"Lights on for Life" sends a positive message to the community and reminds the public that during the holidays, law enforcement agencies will be cracking down on those who choose to drink and drive placing innocent people's lives in

jeopardy.

Because of the parties and celebrations traditionally held during the holidays, impaired drivers are an annual problem. This event helps to focus attention on the impaired driving issue and hopefully prevents people from getting behind the wheel after drinking. ■



Lay offs

Tools to cope with job loss

Submitted by Richard Curtis
Family Programs Administrator

You knew that work was slowing down and you even heard rumors that there might be layoffs. You are a hard worker and had given the company your best. You never thought you would be facing this black day. You know it is not your fault, but you feel like a failure. How can you accept this event and move on with your life?

Stress of lay off

Security is essential to life. Your security came from being paid money and receiving respect for your contribution. You were able to provide for yourself and your family's food and shelter. You will now have to deal with the unemployment lines and services which you thought would never touch your life.

You probably received a lot of self-worth from your job and you may feel "I am what I do." The more you feel this way, the more crushed you will be.

Once you are no longer working, you may feel bored and not know what to do with your time. If your spouse is home, you may bump into each other all day. You may also avoid social situations so that you

don't have to reveal your change in job status.

The stress may be enough to make you physically ill. Your family has been affected and your life seems out of control. **Where to seek help**

Your company's personnel department and the unemployment office will tell you what benefits you have coming and can help with your next move. Get your support network active, even though that may be the last thing you feel like doing. Talk to friends, clients, mentors, your union officials or workers in an employee assistance program. While insurance lasts, seek treatment for any physical and emotional ills. Social agencies can help when money is short.

A professional counselor can be vital. You have suffered a loss. In losing a job you may go through the same stages as people who are dying. Acceptance of the situation comes through grieving your loss so that you can make positive life changes. With help you may eventually see this shock as an opportunity. You are free to go back to school or you may find a better job.

Counseling will also help get rid of any negative substitutes such as overuse of alcohol or other drugs and overeating.

These substitutes can lead to more health, financial, emotional problems. If your job search goes on for more than six months, seek additional assistance.

Solutions

Ask for support from your family and friends. You may feel like clamming up and suffering in silence but this is the time to talk. Acknowledge your fears, disappointments and other feelings.

If you have children, talk to them about what happened and what you are going to do about it. If you are not frank, they will fear starvation. Assure them that there will be food on the table but let them help you figure out some ways to conserve expenses.

Keep busy constructively. Take care of your health with diet, exercise and rest. Use your time to get closer to your family.

Try not to take the layoff personally. See if the personnel department at work can give you constructive criticism on how to improve your strengths. Take time to assess yourself and acknowledge your gifts. Set new goals for yourself. Believe in yourself and your positive attitude will make you happier and more employable. ■

☑ *Reprinted from Parlay International*

Helping children to protect themselves from ABUSE

Submitted by Richard Curtis
Family Programs Administrator

No matter how much we love our children, raising them is a demanding and often stressful job. It can bring frustration along with joy. To cope, we refer to our own childhood experiences. For some, this leads to child abuse.

Physical Abuse

Parents who were abused as children often do not fully understand the harm they cause. Emergency room physicians may be told that a child had an accident. Seldom does an abusive parent admit to causing injury.

Children may go along with the story because they tend to assume responsibility for the incident. They find it difficult to accept that they are abused. When you try to help, they may withdraw.

The law, however, is clear regarding what constitutes abuse. In part, federal law states that it is a crime to cause evidence of "...skin bruising, bleeding, malnutrition, sexual molestation, burns, fracture of any bone, subdural hematoma (blood-filled swelling under the skin), soft tissue swelling, failure to thrive, or death, and such condition or death is not justifiably explained, or where the history given concerning such condition or death may not be the product of an accident."

Sexual Abuse

Statistics show that most sexual molestation is committed by relatives, friends or neighbors. Handicapped and retarded children are susceptible, as are younger children in families with child abuse history. Other risky situations include changes in step or foster parents and young girls frequently left alone with step or foster fathers.

You can protect your children by letting them know they should not want to be touched in the genital, anal or breast areas. You'll be educating them about their bodies. They'll understand that you want to know if they have problems. And if you suspect abuse, watch for signals like these:

- ☐ Behavior problems, such as running away or substance abuse.
- ☐ Emotional problems. Fear of grownups, anxiety, guilt or crying.
- ☐ Failure to establish or keep friendships.
- ☐ Words or artistic expressions that suggest sexual experience.
- ☐ Telling others about sexual experiences.
- ☐ Suicide attempts
- ☐ Psychological changes, such as phobia, hysteria or hypochondria.
- ☐ Bleeding, infections, rash, and discharge in vaginal, genital or rectal areas.

You Can Help

You can be caring and alert. Share facts with your own children about abuse and how to guard against it. Prepare them so that they can be wary of friends as well as strangers.

You can support the child who reports physical abuse or sexual molestation to you. You can be sensitive to feelings of fear and guilt.

You can refer situations to child protection services. Adults can be referred to organizations such as Parents Anonymous. You may ask a school counselor to intervene.

The experience of helping a child can be upsetting. Ask for the help of professionals and other parents when you need it. If the child is not your own, it's important to respect the legal and confidentiality rights of the family. ■

■ Reprinted from Parlay International

ACAP smooths road for transitions

Story by RDCS Charles Martinez
Career Information Specialist

The Army Career and Alumni Program (ACAP) provides quality transition counseling and job assistance to military personnel, civilian employees and family members in transition.

The program includes individual transition counseling, an individual transition plan, job assistance workshops, individual job assistance counseling, access to national employer databases, automated resume writer software, and much more.

To get the most value from ACAP, services should be utilized 180 days prior to separation. Use of these services can be continued after separation.

The Fort Sam Houston, Texas, ACAP office has regional responsibility for providing service to Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma and Texas. The goal is to provide the same

high quality services that are available to those stationed at Fort Sam Houston. These services may be provided in person, utilizing portable automated equipment, by telephone/fax or by referral to other providers. While primarily designed to serve Army personnel, other Defense Department personnel and their family members are also eligible.

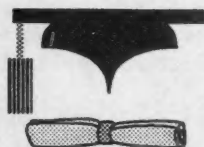
If you are interested in their services or need further information, please

call commercial (210) 221-2411 or 1-800-531-1114, extension 2257. ■

These services may be provided in person, utilizing portable automated equipment, by telephone/fax or by referral to other providers.

Programs to offer loans to students

Submitted by Jo Ann Martinez
Dependent Resource Coordinator



During the 1996-97 school year, 800 students will receive \$2,500 interest-free loans from The Retired Officers Association (TROA) Educational Assistance Program. They will be awarded annually for up to five years of undergraduate study to unmarried undergraduate students, under the age of 24, who are dependent children of

active, reserve, and retired service personnel and their surviving spouses.

For applications and more information, write to TROA Educational Assistance Program Administrator (09D), 201 N. Washington St., Alexandria, Va. 22314-2539 or call 1-800-245-TROA(8762) Ext. 169 or e-mail schol@troa.org. ■

Reprinted from TROA Newsletter

NOVA assists crime victims and survivor's recovery

Story by John C. Yunker

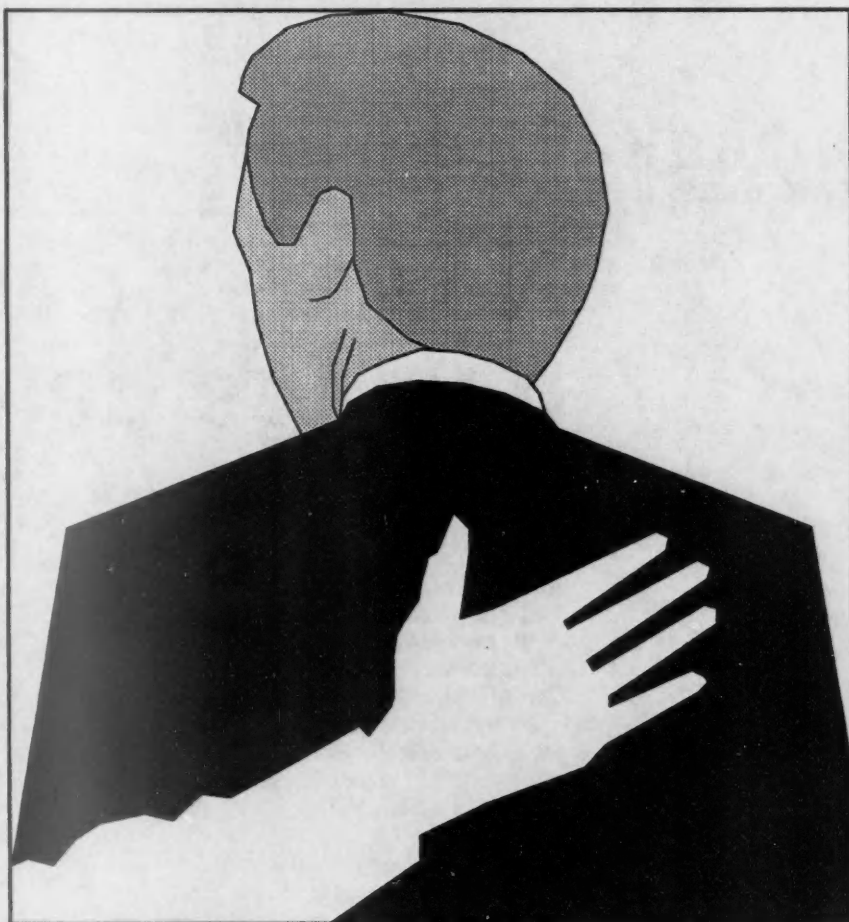
Employee Assistance Coordinator

The National Organization for Victim Assistance (NOVA), an organization of criminal justice agencies, mental health professionals, researchers, former victims and survivors, is headquartered in Washington, D.C. and has more than 3,500 supportive services which assist victims of crime.

Services available include crisis intervention counseling, court accompaniment, victim compensation application assistance, information/referral/support services, case management, victim rights, personal safety education, victim support group facilitation, hospital after hours program, sexual assault follow-up, public awareness and community education.

It is the mission of Victim Services to reduce victim's trauma and help their recovery from the impact of victimization while advocating for their welfare and rights to fair treatment.

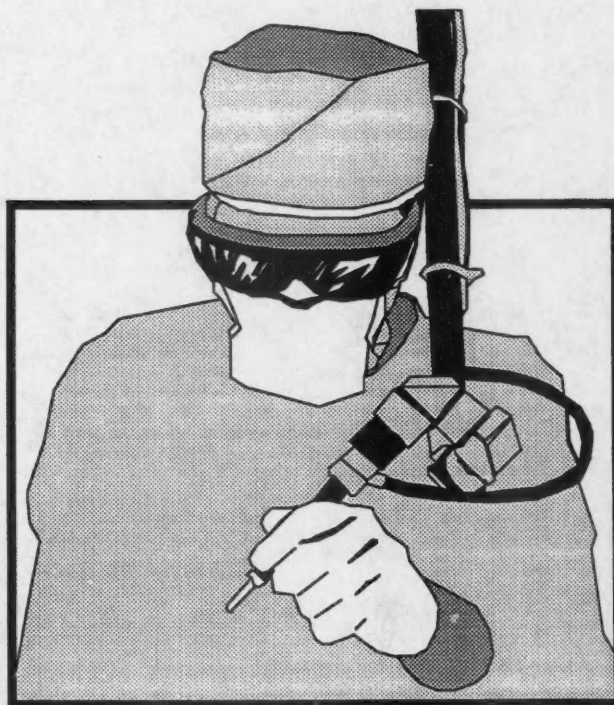
If you or anyone you know has been victimized of a crime or has witnessed a crime...and you need assistance, contact the National Organization for Victim Assistance (NOVA) directly at 202-232-6682



or to be placed in other Victim Services, you may contact Mr. John Yunker, Employee Assistance

Program Coordinator (EAPC), Work-Life Staff, 314-539-2675. ■

United Concordia
Companies, Inc. SM



New company to manage dental plan

Story by HSC Michael Wright

Health Education Specialist

On Feb. 1, 1996, United Concordia Company Inc. will relieve Delta Dental as the contractor for the TRICARE Active Duty Family Member Dental Plan (FMDP). Families should be receiving a packet directly from United Concordia.

To help alleviate some questions you may have, I have taken the Questions and Answers from the United Concordia package and summarized them below:

1. Will I have to change dentists?

No. Any licensed dentist can provide services under the program. However, only dentists participating with United Concordia are required to accept the amount determined as United Concordia's payment in full. Non-participating dentist

may bill you for any differences.

2. Will United Concordia contact my dentist?

Yes. Virtually every dentist practicing in the United States has been contacted by United Concordia and invited to become a participating provider. If your dentist was not contacted and is interested they should contact United Concordia at (800) 637-3492.

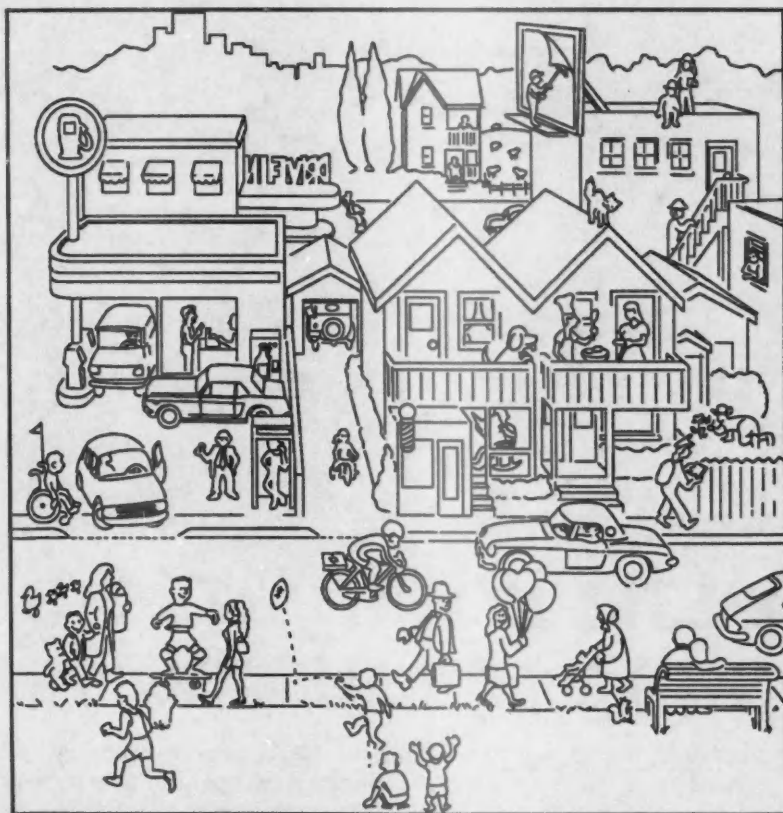
3. Will the benefits change in anyway?

No. The dental benefit structure has not changed.

4. Will I have to pay more out-of-pocket expenses?

No. The co-payment percents and maximums have not changed.

Questions may be referred to FMDP Customer Service at (800) 337-9991. ■



Begin today: Planning your ETS

Story by RDACS Charles Martinez
Career Information Specialist

There are several elements that you, the military member, can begin today in planning your transition out of the military service. Educate yourself by reading about career transition and job search techniques.

The most important move you can make is to start early. Develop some long term goals beyond military rank or position and start planning to achieve those goals.

Develop some roles outside the military community. Join local organizations, get active in school and other community matters. It will give you some sense of continuity and you can make contacts who might give you a good start toward your next career.

Develop as many civilian skills as you can before the pressure is on. Remember military expertise does not necessarily transfer directly to civilian expertise.

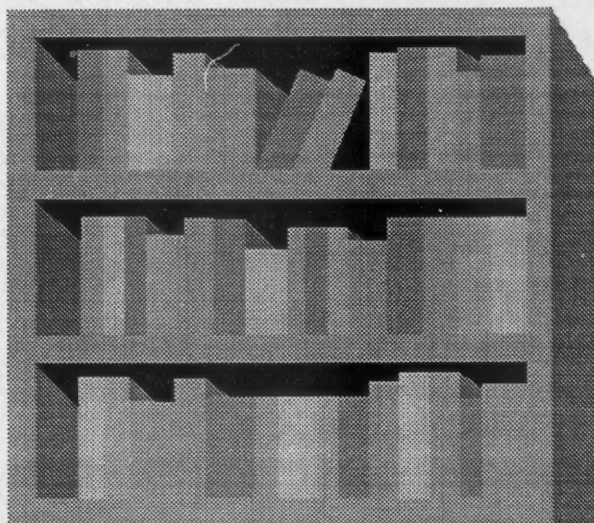
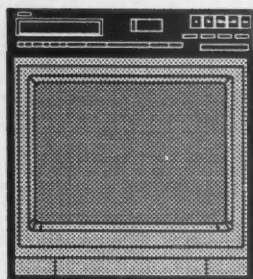
Take time to evaluate yourself. Write down

your skills, goals, and requirements. Work on getting rid of some of your requirements.

Identify intermediate objectives and accomplish them as you go. Access exactly where you are and where you need to go.

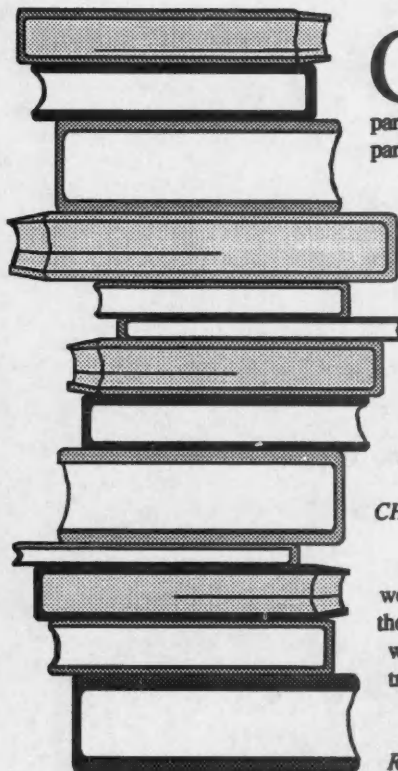
Keep the entire family involved and informed. It's easy to withdraw into yourself, particularly when you've spent a career keeping your concerns to yourself and not worrying the family. You need them and they need you. You can be a big help to each other.

Moving from military to civilian life involves many major changes. If you plan to keep your thoughts straight during the process, remember that things that are happening to you are happening to thousands each year. You will be planning for the next third, or more, of your life. Treat the process with respect and plan accordingly. Seek counsel when you need it. Take courses, and keep a handle on exactly where you are in the planning process. ■



Work-Life library offers parenting resources

Provided by Jo Ann Martinez
Dependent Resource Coordinator



Could you use some guidance on how to deal with your children? Would you like to learn more about positive parenting? Do you feel overwhelmed from parenting?

If those questions sound familiar, maybe you would be interested in checking out some of our parenting skills resources located in the Work-Life library and the good news is, IT'S FREE! You can check out the books, videos and cassettes for two weeks. If you are not in the local area, we will mail them to you.

Below are a few books highlighted this quarter to give you a sample of what is available:

1. **"WHAT DO YOU DO WITH A CHILD LIKE THIS?"**

BY: L. TOBIN

This book allows you to view the inside world of troubled children to better help them with their needs. It also provides a wide variety of techniques for helping troubled children change.

2. **"SURVIVING WITH KIDS"**

BY: WAYNE R. BARTZ, Ph.D. &
RICHARD A. RASOR, Ed.D.

The authors vividly communicate the amount of stress and strain involved in the daily interactions between adults and children. The book goes on to explain 30 behavior principles without using technical jargon.

3. **"DISCIPLINE WITHOUT SHOUTING OR SPANKING"**

BY: JERRY WYCKOFF, Ph.D. and
BARBARA C. UNELL

This book offers effective and practical options for correcting the most common behavior problems. You will learn how to deal with misbehavior including temper tantrums, whining, sibling rivalry, aggressive behavior, and much more. You can learn to be firm without damaging self-esteem.

4. **"YOUR HYPERACTIVE CHILD"**

BY: BARBARA INGERSOLL, Ph.D.

A parent's guide to coping with Attention Deficit Disorder. The author offers practical steps you and your child's teacher can take to help your child.



Stress can bring a dim glow to the holidays

Story by Lisa Fensterman

Social Services Assistant

Images of what Christmas should be bombard us from all directions. Happy smiling parents and children playing with numerous expensive toys, in elaborately decorated homes with tables laden with cookie, cakes and specially prepared foods. Not one of us could ever achieve these images without a great deal of stress, and most of us could never put all the pieces together. Let's face it...Christmas is exhausting and at times a real drain on our good will, energy and financial resources.

In the real world, these images of what Christmas should be can contrast sharply with our individual reality; and can have devastating consequences. Depression, suicide and family violence increase during the holiday season.

Some of us don't have happy families, or any family at all. Some of us don't have money, energy or time, and may even be from a religious background that doesn't recognize Christmas. The pressure to be

Some tips to make the season merry and bright

someone you're not and to achieve something you can't can be overwhelming. For most of us holiday stress will not have devastating consequences, but will certainly create wear and tear on our health and emotions.

The following are some ways to combat stress and keep your Holidays merry and bright.

1. Understand your values and the meaning that the holidays hold for you. Celebrate it or don't celebrate it in your own way.
2. Pace yourself. Choose the traditions you like and discard the rest.
3. Keep it simple. Do what you can and call it enough.
4. If both money and time are an issue, but you still want to give...give gift

certificates for good deeds later on in the year. Giving doesn't have to be done only at Christmas, and doesn't have to involve money.

5. If you are going to be alone and have no plans for the holidays, volunteer to help someone less fortunate. Homeless shelters and nursing homes are good examples of places that need volunteers to help with serving meals and bringing cheer.

6. Talk to your children and be honest about what they can expect from you or Santa Clause. Teach them the meaning of giving and receiving and have them help create the holiday spirit.

7. Reach out to others, and talk to someone if you are feeling down. You would be surprised at how many people feel the same as you.

8. Do something nice for yourself. Take a break!

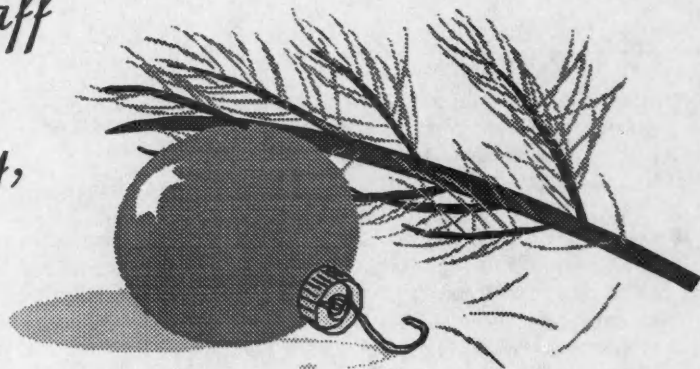
9. If you are feeling stressed call Maschoff-Barr at 1-800-523-5668 for support and a listening ear. It won't cost you anything. ■



PA2 Frank Dunn

Ms. Lynn Dettling, ACSW, LCSW, discusses how communications and past experiences impact all relationships, especially intimate ones, during a Domestic Abuse Awareness Month presentation sponsored by the Work-Life Staff on Oct. 11.

The Work-Life Staff
hopes you have a happy,
safe, stress-free and
meaningful holiday season. We wish you our best
for a prosperous and healthy happy new year.



Scott G. Harford YNB

Joan Long
Jonstamond
(SSA)

Rich Curtis
(FPA)

RDSC Chuck Matz (CIS)

JoAnn Martinez (DRC)

CWO Morby (RAM)

John C. Anderson
(EAPC)

Chief M. Wright (HES)



Cutter's crew meets new challenges in yard

More time is available to get jobs done that could not be done underway as well as installing new equipment

Story by PA2 Frank Dunn and PA3 Mark Hunt

River Currents Staff

The crew of CGC Cheyenne moored the cutter up to the water side edge of Wepfer Marine in Memphis, Tenn., feeling uneasy with anticipation and carrying a list full of things to do. Some of the crew had been in this situation before while others were not quite sure what to expect in a ship yard.

"In the beginning of the yard period, the toughest thing to overcome was first impressions," said Chief Machinery Technician Don Deede, the Engineering Petty Officer on board Cheyenne.

The crew was used to working on the ship while underway and at their home port in St. Louis, but they were in an unfamiliar place and because of Coast Guard requirements they had to work closely with people they had never met before.

"When the cutters first get here there is an adjustment period," said Ricky Robinson, a Yard Supervisor with Wepfer Marine. "They don't talk to us and we don't talk to them."

According to him, The civilian boats the yard works on do not have any crew on them.

"The first week in the yards is always hell," said Boatswain's Mate First Class David Kiper, Cheyenne's Executive Petty Officer. "That is when everything is getting torn apart, and everybody is

trying to figure out what's going where, and who is doing what, and who is who."

"Truthfully we would probably prefer the cutter's crew not to be here, but that's just what we are used to," Robinson, who has been with the company 20 years, said.

"Ninety percent of the work we are doing is inspecting the work of the yard workers," Kiper said. "The

responsibility of inspecting the work falls on the petty officers; we could have three to five projects going on at one time."

"This is about an average yard period," Kiper said.

"It is an average period, but it's a little busier than most because this yard works seven-days-a-week," Deede said.

"My main goals were to install the new generators, a better ventilation system and install new power distribution panels," Deede, a 15-year Coast Guard veteran, said. "I wanted to get some of the older equipment out."

The 29 year-old, 75-foot cutter with its 130-foot barge, began a 52-day stay at Wepfer Marine after being hauled out of the water in the yard's dry-dock. The job of replacing the cutters generators was considered a major one.

"They had to cut about six holes in the hull," Deede said. "There were holes to get the old generators out and the new ones in; it seemed every day I came out here there was a new hole in the side of the hull."

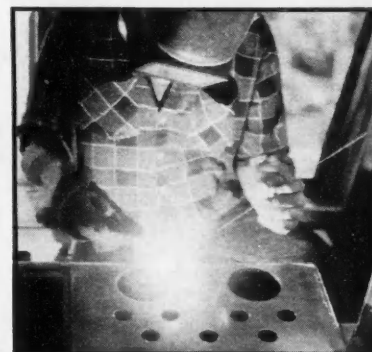
"The crew is getting a lot of work finished that could not be done due to our underway schedule ... We work around the yard crews schedule if they're scheduled to be in an area we let them do their work, then we do our work afterwards," Kiper, a Louisville, Ky., native said.

Both crews worked together through apprehension and unpredictable weather to meet the completion date of Nov. 13.

"One of the misconceptions is that (yard workers) were people you want to watch out for, so far it's turned out that they're ordinary people coming to work everyday, said Seaman Apprentice Frangey Medina."

"We are coming down to the end and everyone's tired," Robinson said.

When Cheyenne pulls away from Wepfer Marine the crew's work will be far from over. After the yards, the clean up begins as well as the daily mission of the men of CGC Cheyenne. The yard workers work goes on as well as they prepare for the arrival of CGC Kanawa of Pine Bluff, Ark., and its crew, early next year. ■



PA3 Mark Hunt

Chris Champagne, a welder for Wepfer Marine, repairs a portion of Cheyenne's bridge panel.



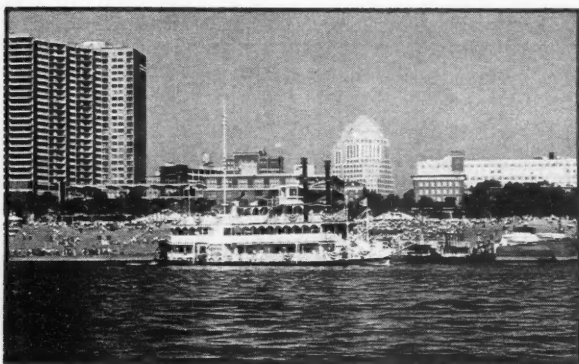
PA3 Mark Hunt

Using the extra time in the yards to catch up on some painting, SA Jeff Steimel and SA Frangey Medina finish touching up the cutters hull.

THE *River Currents* JOURNAL

CG harbors safe passage during Tall Stacks '95

Active duty, reserve and auxiliary boat crews patrol the crowded Ohio River at Cincinnati during a celebration of the 'high flutin' steamboat era



PA2 Harry Craft III

The arrival of riverboats from across the Midwest attracts more than a million people to Cincinnati for the event.

Story by PA2 Harry Craft III
River Currents Staff

to the special regulated area set up to separate the event vessels and commercial tows from a throng of spectator boats.

Tall Stacks '95 is a major marine event held in Cincinnati from October 11-15. For five days more than one million people attended the opening ceremonies, and

Coast Guard Marine Safety Detachment Cincinnati, Ohio spent two years preparing for Tall Stacks '95. They liaised with the Tall Stacks Commission providing information on keeping the activities on the water safe. During the event, members of the MSD paid constant attention

watched a parade of 19 riverboats kick off the festivities. This is the largest gathering of paddlewheelers anywhere this century, according to Lisa Kruse, a spokeswoman for the Tall Stacks Commission.

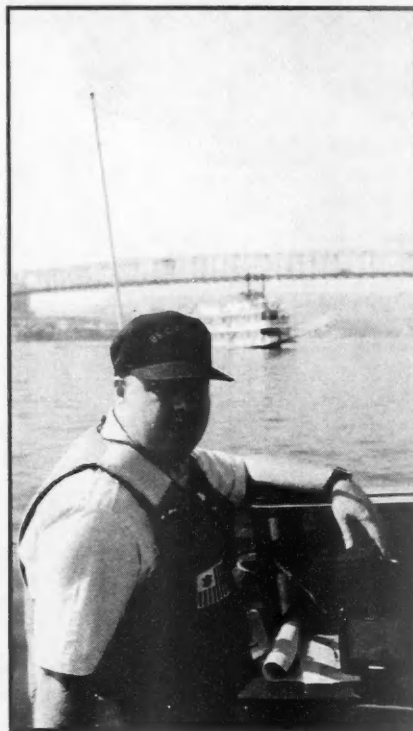
Coast Guard Vice Commandant, VADM Arthur Henn, a native of Cincinnati, was invited to lead the event as the "Grand Fleet Admiral." The mayor of Cincinnati, Roxanne Qualls, presented VADM Henn with a key to the city Oct. 13, proclaiming the day as "Coast Guard Day". The Vice Commandant also presented the Keynote address during a Navy League Ball held during the week.

Artists used the gathering to capture the scenes and re-creations of the mid 1800's, as riverboats played calliope music, and raced up and down the Ohio River, paddle wheels splashing. There were also musical performances from Grammy Award winners,

District's News Forum



PA2 Harry Craft III



PA2 Harry Craft III

A Coast Guard boat crewman ensures the Ohio River is safe for the riverboats and recreational boaters during the Tall Stacks festival.

festive foods, and a full-scale Civil War encampment re-created on the Newport, Ky., river front.

During all the festivities Coast Guard boat crews patrolled the waterways keeping them free of accidents and conducted boat inspections.

"We inspected 19 riverboats from the American Queen on down to the smallest

In this issue...

◀ The crew of the Coast Guard Cutter *Obion* offers tours during the event.

➤ VADM Arthur Henn, the Vice Commandant of the Coast Guard, and Susan, his wife, meet a Mark Twain impersonator; one of the colorful characters at Tall Stacks.

ones, said Chief Warrant Officer, Brian Crowder, the assistant supervisor at the MSD. Our boats were on scene from 9 a.m. until midnight every day and night during the events."

The Coast Guard complement of 130 active duty, reserve and auxiliary used small boats to patrol the channel providing for the safe passage of recreational vessels, the riverboats and commercial traffic. Coast Guard Marine Safety Office Louisville, Ky., also provided a 17-foot and a 21-foot boat and MSD Cincinnati used their 17-foot boat for patrols during the event. Members of the Coast Guard Auxiliary supported the effort by adding more than 12 of their own vessels to the patrols.

"We worked four different watches during the event and we always had at least one boat patrolling at all times. We used one 17-footer and a 21-footer to patrol with and another 17-footer was used for shuttling people around when needed," said Petty Officer 1st Class, Chuck Mathis.

MSD people staffed the Patrol



PSCM Gary Petty

Command at the Mike Fink restaurant in Covington, Ky., monitoring channel 16 on a VHF-FM marine radio during Tall Stacks and communicating with recreational boaters and commercial traffic. "We monitored over 1,000 river cruises during a five-day period and provided information to control river traffic during Tall Stacks," said Crowder.

Coast Guardsmen from MSD did a lot of planning and coordinating with the Tall Stacks Commission, Auxiliarists, and Navy League preparing for this event. Some of the support that the MSD provided for the event was the boat patrols, patrol commander representatives, logistics support, and support for the Vice Commandants visit, according to Crowder.

Coast Guard active duty people, reserves, and auxiliarists worked with local, state and federal agencies to ensure a safe, successful event.

"We worked shifts and put in a lot of hours during Tall Stacks '95, but it paid off because we did not have any serious injuries or deaths," said Mathis. ■

CG Vice Commandant returns home for Tall Stacks

Story by PSCM Gary Petty

River Currents Staff

"It's grand, but it's fleeting," said VADM Arthur E. Henn, the Vice Commandant of the Coast Guard, on being named the Grand Fleet

Admiral of Cincinnati's Tall Stacks '95.

VADM Henn, a native of Cincinnati, arrived in his home town on Oct. 10 to take part in the city's biggest event.

Officials of the event estimated that some 1.7 million visitors came to see Civil War displays, parades, tours,

see Henn on next page

Henn



PSCM Gary Petty

Vice Admiral Henn and his wife, Susan, step out during the Captain's Ball on board the riverboat Majestic.

musical events and the nation's largest gathering of paddlewheelers.

In all, some 19 showboats, including the American Queen and the Mississippi Queen were in town for the five-day event.

Kicking off the events Oct. 12 for the Vice Commandant's stay was a visit to CGC Obion where he talked and asked questions of its crew members followed by a tour of Tall Stacks Command — the control center for vessel movement during Tall Stacks '95.

Oct. 13, VADM Henn was the honoree at a breakfast sponsored by the Cincinnati

A Council of the Navy League at the prestigious Queen City Club. As part of the breakfast, the Vice Admiral was presented a certificate naming him the Grand Fleet Admiral by the Cincinnati Council of the Navy League. In addition, Cincinnati mayor Roxanne Qualls presented the Vice

Admiral a key to the city and proclaimed Oct. 13, as "U.S. Coast Guard Day.

"We are very privileged to have you back, particularly as the Admiral of Tall Stacks and on behalf of the city, as a personal token of the esteemed post you are in, I'd like to present you with a key to the city," said Mayor Qualls.

In accepting the key, VADM Henn said that it was an honor for "a hometown boy" to come back to Cincinnati and be granted such recognition.

Then, starting at noon, the Vice Admiral along with his wife, Susan and mother-in-law, Mrs. Hap Pedretti, was welcomed on board the American Queen for a tour of the newest paddlewheeler to join its sister paddlewheelers — the Delta and Mississippi Queen. As a former Marine Inspector and Senior Investigating Officer and once the Chief, Office of Marine Safety, Security and Environmental Protection, the Vice Admiral inspected the \$65 million paddlewheeler with "an old hands touch." Then, it was off to the Delta Queen where the Vice Admiral again inspected the only authentic, fully restored, overnight steamboat in the world. Shortly after the inspection, it was a short cruise down the Ohio River and back up with the Vice Admiral leading the Parade of Tall Stacks and being interviewed by a local TV station.

However, the Oct. 14, event may have topped it all off for the Vice Admiral.

It was time for the Captains' Ball.

With two paddlewheelers, the Creole Queen and the Majestic, docked side-by-side, Vice Admiral Henn was recognized on both ships and presented a painting of a Tall Stacks scene.

Then, after the captains of the visiting paddlewheelers were "roasted," it was time to hit the dance floor. While the dance floor was crowded, there was still enough

room for the Vice Admiral and his wife to do the "twist," "the swim" and some other moves not yet named. While dancing to such tunes as "Car Wash," only John Travolta would have been able to keep up with the Vice Admiral and Mrs. Henn.

The Captains' Ball marked an end to the activities to Tall Stacks '95 for Vice Admiral Henn.

However, with the almost week long activities over, it certainly appeared Vice Admiral Henn was pleased to be back in his hometown for Tall Stacks '95 and for the people of Cincinnati, the feeling had to be mutual. ■



PSCM Gary Petty

Mr. Bill Judd (left), the superintendent of river operations for Tall Stacks discuss vessel movement plans with VADM Henn, LT Paul Thorne, the Supervisor of Marine Safety Detachment Cincinnati and CDR Bruce Branham, the Commanding Officer of Marine Safety Office Louisville.

CG, marine industry together provide river safety

Story by PSCM Gary Petty

River Currents Staff

It was called Tall Stacks '95 and it was where some 1.7 million people came to see some of the nation's oldest and biggest tall stack vessels visit Cincinnati.

In times past, the banks of the Ohio River at Cincinnati were crowded with paddlewheelers from different parts of the

country, and from October 11 through 15, the scene was no different.

Upon arrival from the cities of St. Louis, Pittsburgh, Minneapolis, St. Paul, Minn., Madison, Wis., Moline, Ill., Charleston, W. Va., Louisville, Ky., Memphis, Chattanooga, Tenn., and New Orleans, Tall Stacks '95 came alive.

Commanding a budget of \$8.2 million,

19 paid employees and some 10,000 volunteers, it is billed as one of the nation's top 100 events.

With almost 400 arrivals and departures of the paddlewheelers each day, not to mention the estimated 10,000 pleasure craft in the area, along with barge traffic coming through the zone, it was no small chore for the Coast Guard.

From manning a small boat from 6 a.m.-2 p.m. and 6 p.m.-2 a.m., a command center filled with seven marine radios, four telephones, maps and charts, members of the regular Coast Guard, Reserves, Auxiliary and marine pilots worked together to make the event a safe one.

Patrolling rivers and maintaining safe channels is one job the Coast Guard does best, and Tall Stack's '95 was no different.

"From an operational standpoint, it came off like clock work," said LT Paul D. Thorne, Supervisor of Marine Safety Detachment Cincinnati.

In recalling the last Tall Stack event in 1992, LT Thorne stated that there were several boating accidents and a hint of traffic control problems.

However, during this year's event, no boating accidents or major traffic problems were reported, according to the officer.

"It was a flawless execution," he added.

The safety and movement of all the vessels did not happen by luck, according to CDR Bruce Branham, the designated Patrol Commander of the event and the Commanding Officer of Marine Safety Office Louisville.

The commander commented that the two

years of planning involving the Coast Guard, Tall Stacks '95 Commission, and the marine industry, "created a partnership which certainly added to the success."

CDR Branham said that when an emergency did occur, the appropriate response of the Coast Guard and other law enforcement personnel could always be counted on.

According to Branham, almost 130 active, reserve and auxiliary personnel were involved in Tall Stacks '95 and that this year's event was the best ever.

He added that the event went "extremely well by any measure" and that "Tall Stacks '95 was a 'great success.'"

"The Coast Guard's performance exemplified that 'Team Coast Guard works,'" he said.

Similar comments about the Coast Guard and the river pilots who were assisting the Coast Guard in the control center also illustrated the success of the event.

In discussing the assistance that the Coast Guard provided over the five-day event, CAPT Vince Vita, of the Southern Belle said, "If the Coast Guard was not here, we would be on the radio trying to hail all these boats and coordinate it ourselves. It would be mass chaos."

He added, "The Coast Guard has taken that whole element of confusion out of it that where all we have to do is concentrate on communication between the river boats and taking care of our passengers."

Vita said that when a small boat did come inside the established restricted zone it was not there long.

"Every time I see one of them doing it, it isn't long before a Coast Guard boat is shooting toward them so we don't even have to pick up a radio," he said.

"I can't begin to tell you how impressed that I am with the organization and the attention and detail that has gone into this," said CAPT Hank Serwat of the Music City Queen from Nashville.

He added, "I don't know to what



PA2 Harry Craft III

The Marianne V, a 50-foot auxiliary vessel, was used as a staging platform moored next to CGC Obion.

extent the Coast Guard has been at the basis of that, but I do know that it couldn't have been done without them."

The veteran captain went on to say, "I've got 25 years in the marine business, and I have never seen an organizational effort of this sort before. It is extremely effective, the control of traffic in the designated area is superior."

He said that the success of the event certainly had to do with the interfacing between the various agencies and the Coast Guard.

Serwat said that the same organizational effort that was in place during Tall Stacks '95 "could serve as an excellent format for any other activity in other parts of the country."

"I can't say enough about it," Serwat said in closing.

"The Coast Guard's presence here has been very good. It hasn't been over regulatory. They have let us do our thing here and have only gotten involved when they need to with the pleasure boats and it has worked out real well," said CAPT Troy Nanthey of the New Orleans home ported Creole Queen.

"We have a lot of professionalism here between the mariners and the Coast Guard and it is really going great," he added.

What's next? Well, Tall Stacks will be coming around in another four years and with Tall Stacks '95 being such a success, it is a sure bet the Coast Guard will be back.

After all, "we are the lifesavers." ■

Event's name taken from historical slang

Story by Steven Riggan

Division Captain, Coast Guard Auxiliary Division V, Second District Eastern Region

The original riverboats burned wood or coal to fire their boilers for the steam. Cinders would fall on the decks and passengers, so the really fancy boats had tall smokestacks to keep the cinders away, or "Tall Stacks." Tall Stacks became a term to refer to these fancy riverboats. These boats would often also be referred to as being "well stacked." Often, the tall stacks had flutes on them at the top. The more ornate these flutes, the more exclusive the vessel. Since these boats normally also had tall stacks, these riverboats also became known as "high flutin'" (or having "high flutes"). ■

Reservists and Retirees scour Tennessee River

Story by PSCM Gary Petty

River Currents Staff

Reserve and retired Coast Guardsmen living near Chattanooga, Tenn., literally picked up litter during Chattanooga's Seventh Annual Tennessee River rescue on



Sept. 30. The Coast Guardsmen, along with 450 other volunteers, collected more than 22,000 pounds of trash along 49 miles of river

involvement is helping to stop water pollution and making a difference in the way the community views the Coast Guard.

"Definitely, we've only been in force for about a little over a year now and it is just amazing how the community is getting to know us a lot more," she said. "They are starting to be familiar with us now and starting to call us without having to contact them about our program."

The impact of the Sea Partner's program along with other environmental programs are making a difference on the river.

"We have noticed that the river seems to be staying cleaner," said Christine Bock, the 1995 Tennessee River Rescue

Coordinator

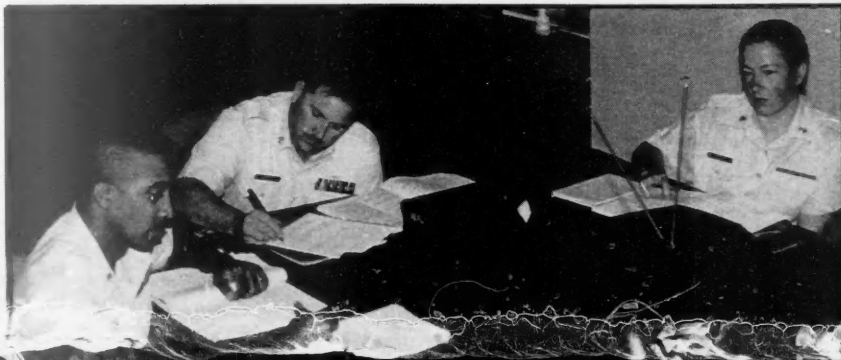
"Act... I think we have made some

D2 personnel attend 'Brown Bag University'

Story by PA3 Mark Hunt

River Currents Staff

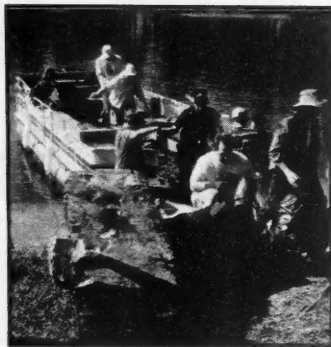
Many people use their lunch hour to get a quick workout or relax and read through a newspaper, but at the Second Coast Guard District in St. Louis, Mo., there is a growing group of people engaging in a slightly different type of lunch break. Instead of pumping iron or glancing through the classifieds, they are figuring percentages, writing notes and



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Reserve and retired Coast Guardsmen living near Chattanooga, Tenn., literally picked up litter during Chattanooga's Seventh Annual Tennessee River rescue on Sept. 30. The Coast Guardsmen, along with 450 other volunteers, collected more than 22,000 pounds of trash along 49 miles of river bank.



PSCM Gary Petty

The weary volunteer return with their "bounty" of litter found along the river banks.

From 13 different staging points on the Tennessee River starting about 10 miles north of Chattanooga to just south of South Pittsburgh, Tenn., crews covered both sides of the river on foot or by boat.

Petty Officer Eugenia "Genie" Herndon, a Coast Guard Sea Partner, was asked if the Coast Guard's

involvement is helping to stop water pollution and making a difference in the way the community views the Coast Guard.

"Definitely, we've only been in force for about a little over a year now and it is just amazing how the community is getting to know us a lot more," she said. "They are starting to be familiar with us now and starting to call us without having to contact them about our program."

The impact of the Sea Partner's program along with other environmental programs are making a difference on the river.

"We have noticed that the river seems to be staying cleaner," said Christine Bock, the 1995 Tennessee River Rescue Coordinator.

"Actually, I think it's decreasing. I think we have made some impact. I believe that over the years, we have made some success in getting the message out not to pollute the water," said Mr. Tom Bolton, one of the zone coordinators near Harrison Bay State Park.

Besides Coast Guard members doing their part to clear the river banks, the involvement by Coast Guard people provided a positive image to Boy and Girl Scout troops and several high school students working in the river rescue.

While those involved with this year's cleanup certainly can call it a success, Petty Officer Herndon is already thinking about next year. ■

District staff 'Darts' around to visit units

Story by PA2 Harry Craft III
River Currents Staff

The crew of the Grumman Gulfstream 1 aircraft, waited patiently for the Coast Guard 2nd District Commander, RADM Paul Blayney and his staff to board. The Miami-based air crew shuttled the Coast Guard VC-4A-02 up to fly 2nd district staff members to surrounding units.

The purpose of the "02 flight" is to give the District Commander a chance to get around to all the units within his command and talk to personnel about any problems they may have. During this trip RADM Blayney had the opportunity to inspect several units and talk with the crews about the new Coast Guard streamlining issues.

"The VC-4A-02 aircraft was built in August 1962, by Grumman, at Bethpage, N.Y., and was delivered to the Coast Guard during March of 1963, said LCDR David Holman, who has piloted the plane for the past five years. 200 VC-4A's were made between 1957 and 1964, and 145 of them are still flying today. This plane is unique because it is the only one the Coast Guard has."

Four pilots and seven enlisted crew members are assigned to the VC-4A-02, which is operated out of Air Station Miami. The flight crew of four consists of a pilot, co-pilot, flight mechanic, and an avionicsman. The aircraft is powered by two Rolls Royce "DART" engines rated at 1910 shaft horsepower.

"Rolls Royce aircraft engines are named after rivers in England, and that's how they got the name Dart, after the Dart river. The

engines were designed in the late 1940's, and they are very good engines. One of them is currently on display at the Smithsonian Museum," said Holman.

The 2nd district has no aircraft, so this was a unique opportunity to fly. ENS Carol Waddell, aide to the district commander, was the supervisor for the 02 flight. She scheduled departures and arrivals of the aircraft at the various airports, and coordinated other important arrangements.

"I thought the flight went smoothly because of the good weather, said Waddell. It was an interesting week, and it was nice to get out to see the other units. When you work in an office all day, you lose track of the real Coast Guard."

"A flight in the 22-state, 2nd district can see a lot of diverse weather conditions and this is where the VC-4A-02 is so durable," said Holman.

AT2 Pat Daniels said, "As the radioman on the plane I keep the crew and passengers informed monitoring a radio guard while we're flying. When we are on the ground our job is servicing the engines, checking hydraulic fluids, and tires, and fueling the aircraft."

The 2nd District Health Education Specialist, HSC Michael Wright said, "My job is to educate the district crews about any medical or dental updates or changes, and to answer any questions they may have. I enjoyed the flight, it brought back some good memories, and the crew was great. They did a good job and were very professional. This plane is an asset. It's a great way to get around and see Coast Guardsmen doing their jobs." ■

D2 personnel attend 'Brown Bag University'

Story by PA3 Mark Hunt

River Currents Staff

Many people use their lunch hour to get a quick workout or relax and read through a newspaper, but at the Second Coast Guard District in St. Louis, Mo., there is a growing group of people engaging in a slightly different type of lunch break. Instead of pumping iron or glancing through the classifieds, they are figuring percentages, writing essays and attending classes at work for college credit — free of charge.

The classes' structures are the brain storm of CWO Dean C. Miller Jr., Second District training officer. Miller began the program in August by using video courses from the Annenberg Foundation, a nonprofit organization that provides tools for nontraditional learning.

"Most of the time, we have people sitting around at lunch time, and they're reading the newspaper or telling sea stories. Their time isn't spent productively," said Miller.

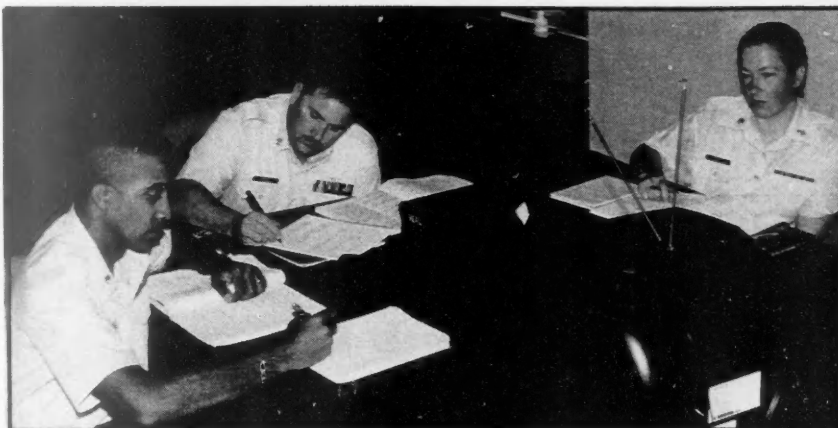
According to Miller, that scene gave him the idea on how to run a nontraditional education program for district staff.

"If I could figure out a way to provide some kind of constructive use of their time by providing some educational opportunities ... then I should be doing that as training officer," said Miller. "That's when I came up with the idea of the Brown Bag University. I figured these people could come in on their lunch hour, bring their lunch in, watch the video cassettes, use the text books and actually take a college course."

"Earlier this year the Coast Guard Institute sent out a series of college courses on video tape through the Annenberg Project. They sent all the districts and some of the groups these tapes. I made a copy of the master and started making these available to the troops," said Miller.

After reviewing how various colleges and universities run their correspondence programs Miller decided to structure the Second District's similar to theirs.

"Because of the fact that most of the colleges and universities that have ... these courses on video tape offer an advisor or a



SK3 Hiram A. Bonds (left), SK1 Don R. Beal, and QM2 Kayse J. Maryott use their lunch break to watch "The Write Course" an introductory college writing class offered through the Annenberg Foundation.

counselor to the students, I thought that maybe I could do the same thing," Miller explained.

Miller was then able to locate people on the staff that had degrees in the courses being offered. Two of the people he located as class advisors actually taught courses similar to the ones being offered.

Miller sets up the courses as much like a traditional class as possible, scheduling a class when he has four or more people interested in a subject. After four or more people enroll in one class he locates an advisor for that class, issues the students text books and coordinates a meeting time.

When students finish the entire course Miller schedules a test for them at an approved testing site. Whether they pass or fail the test determines if the student receives college credit for the course.

Currently, 21 district staff members are enrolled in college credit courses through the "Brown Bag University," and two students have already completed courses since its conception, said Miller.

"One thing I want to stress is that this is open to anybody, the WLR's and the fleet not just District Two staff," said Miller.

Other district personnel should contact their training officer if they want access to the tapes or if they want to start their own large scale program, said Miller.

Outside of the Second District staff Miller has two units using the tapes;

Marine Safety Office St. Louis and Base St. Louis.

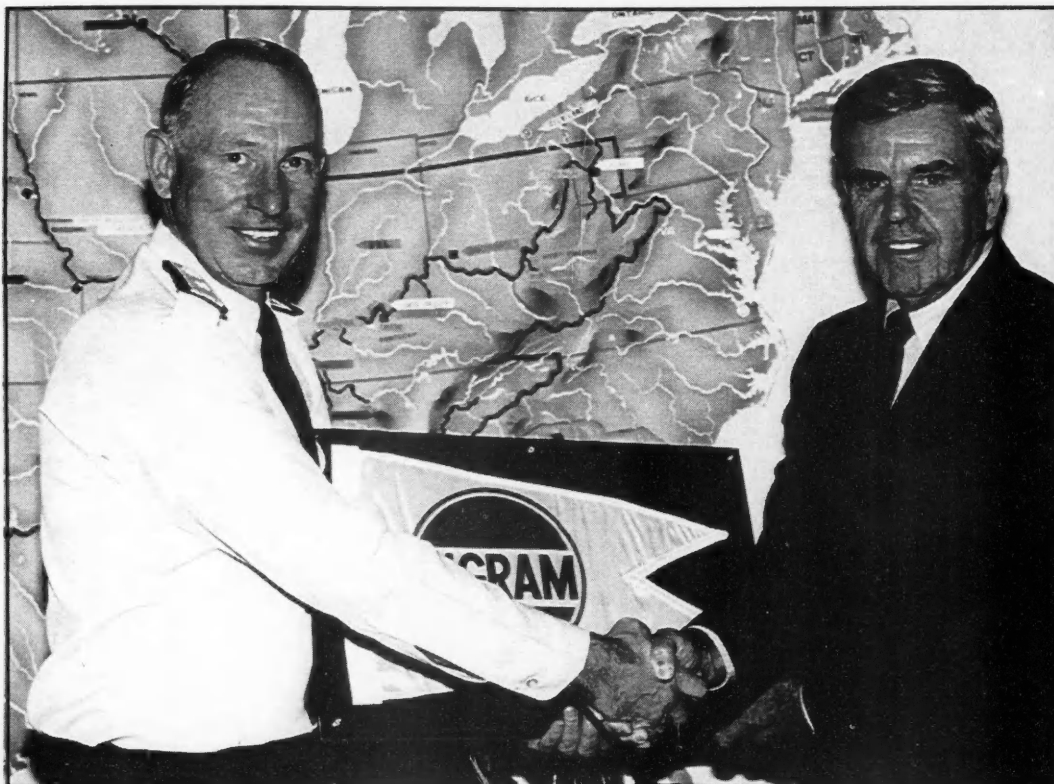
The classes offered on video, according to SK1 Don R. Beal, a purchasing agent at the Second District, are as high quality as traditional courses. Beal is enrolled in a writing class with three other Coast Guardsmen.

"At least at this level of classes, you're talking introduction to college classes ... I don't think there is a difference if you take an Annenberg tape with a 101 rating or if you go to school and take a 101 class at college," said Beal. "I think that both are going to have the same subject matter ... I've taken some English classes ... that compare to this and it's basically the same information, but it doesn't cost."

According to Miller, the program is open to civilian Coast Guard employees, military dependents and reservists, but first priority is given to active duty military people.

If a course is not being used by a large group it can be checked out by an individual and used at home.

Although there are no sports teams or Phi Beta Kappa fraternity on campus, the students of "Brown Bag University" and its branch schools, throughout the Second District, all attend classes on full scholarships and have an opportunity they might not otherwise have. ■



RADM Paul Blayney, Commander Second Coast Guard District, receives a company flag from Jerry Tinkey, Vice President of Operations for Ingram Barge Company. The Coast Guard has been involved in a three-year-long quality partnership with company representatives from the towing industry. The partnership's goal was to identify and solve problems of towboat operation on the inland rivers. The topics addressed ranged from pollution prevention and oil transfer procedures to a marine radio distress program.

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